

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-039
General Location Identifier: Tax ID 04738107

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Revision Log:

Date	Description
04-29-21	First Review (EL)
05-27-21	Second Review (EL)

General Review Information

The petition is located adjacent to Heritage Pond Drive, a City-maintained local street, Legranger Road, a City-maintained local street, and Senator Royall Drive, a City-maintained local street. The petition is in the University Research Park Center outside Route 4. Applicable area plans include the University Research Park Area Plan (p. 41).

Active Projects Near the Site:

- None

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on Legranger Road, Senator Royall Drive and Heritage Pond Drive (three local roads, City-maintained). The proposed project includes 350 multi-family units and 30 townhome units, for a total residential unit count of 380. The petitioner is preparing a Traffic Impact Study/Technical Memorandum to address reducing congestion conditions, per the TIS Guidelines. As a part of the transportation improvements, Legranger Road is being improved to meet the current City standard for a local/office commercial narrow street, from Andrew Carnegie Boulevard to Heritage Pond Drive. In addition to providing site access, the upgrade of Legranger Road is key to providing connection to the related intersection improvements at Mallard Creek Church Road and Legranger Road. The petitioner has committed to providing pedestrian hybrid beacon crossings across Senator Royall Drive. Additional site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, updating the proposed street cross sections, reviewing the proposed access on Senator Royall Drive across from the existing Village at Research Park northbound left-turn lane, and incorporating site plan and conditional note clarifications. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitled Use	Single Family	6 Dwellings	80	RZ 2000-010
Proposed Use	Apartments Townhomes	350 Units 30 Units	2,095	Site Plan: 3/18/2021

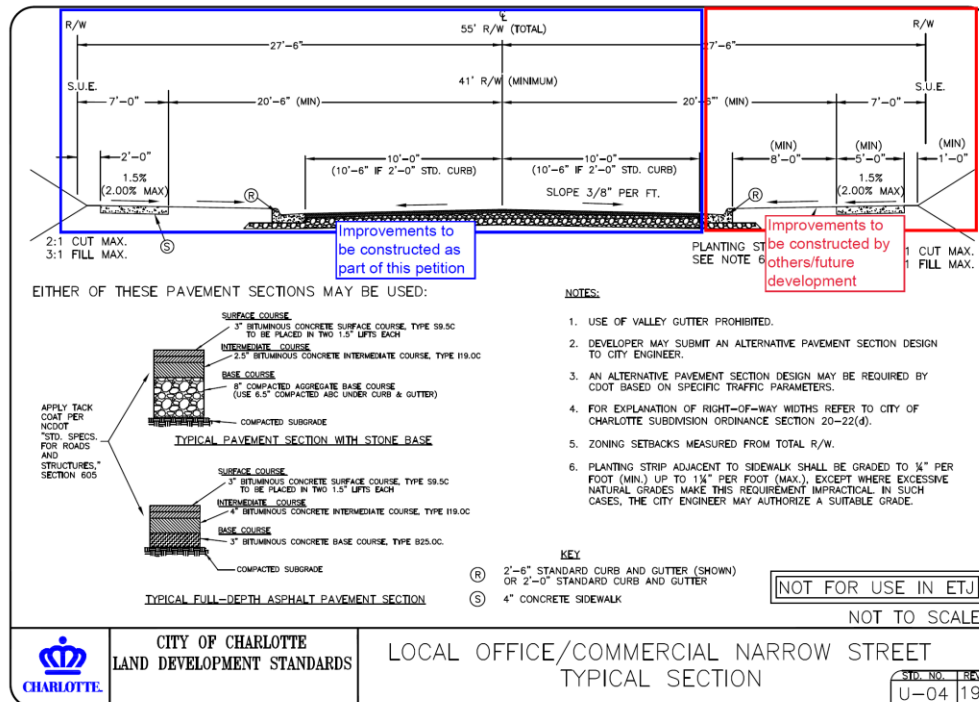
Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Curbline and Typical Sections:

- a. **Outstanding Comment (site plan dated 5.17.21): Legranger Road:** Location of curb and gutter needs to be installed per CLDSM standard detail ~~U-07 - Local Collector Typical Section~~ ~~U-04 - Local Office/Commercial Narrow Street Typical Section~~, for the scope indicated in **blue** below. Pavement reclamation is needed to install this pavement section along the site's Legranger Road frontage. Include the typical section on rezoning sheet **RZ-02**. The roadway improvement is critical to be consistent with Policy 6 in the City Council-adopted University Research Park Area Plan. This improved cross-section for Legranger Road will create the appropriate network to support the signal installation project proposed by a separate transportation project (see Issue #3).



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- b. ~~**Senator Royall Drive:** Location of curb and gutter needs to be dimensioned from road centerline on the site plan and as well as on the cross section shown below. A cross section for this road also needs to be provided along Development Area C.~~

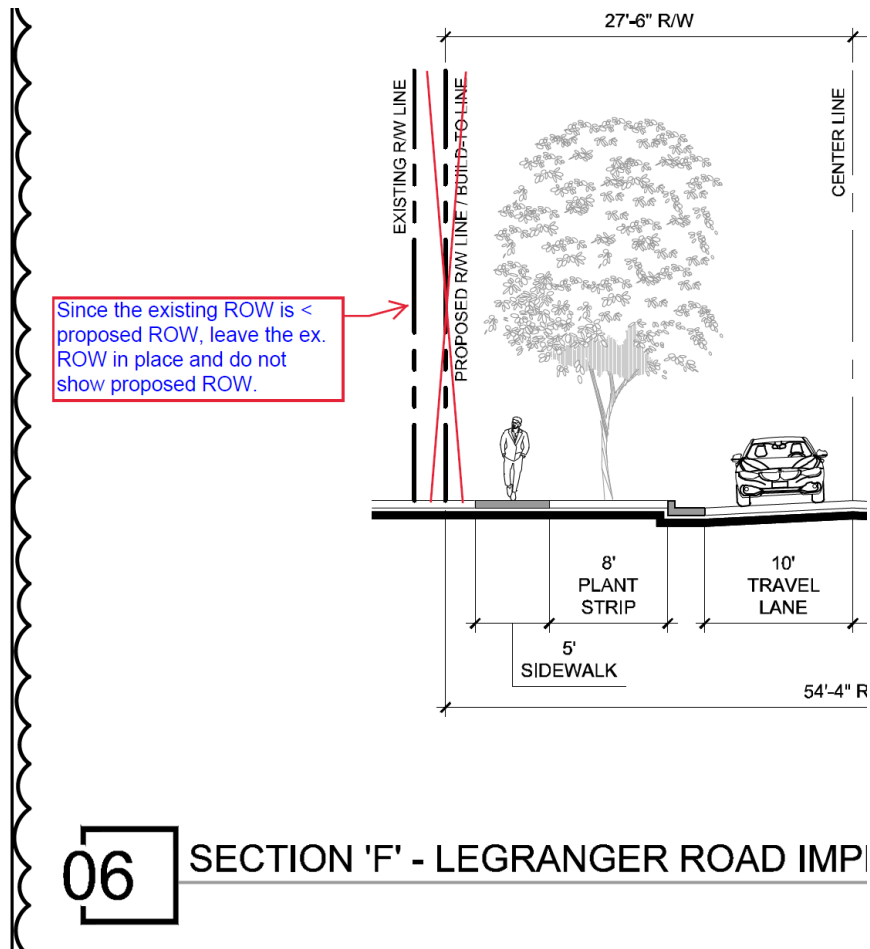
Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. **Traffic Study:**

Update to Comment 2 (site plan dated 5.17.21): A Traffic Impact Study (TIS) is necessary for the complete review of this petition due to the site proposing 380 total units and triggering congestion conditions, per the TIS Guidelines. The TIS should evaluate how the distribution of vehicle trips to Mallard Creek Church Road impacts land development projects completing multiple transportation improvements in the area. The petitioner and CDOT are coordinating on the updates to the Traffic Impact Study/Transportation Technical Memorandum (TTM). The TTM includes the evaluation of the proposed access locations and makes recommendations that will mitigate the additional trips generated by the development. The TTM summarizes the area traffic improvements to assist in addressing the comprehensive coordination efforts on reducing congestion and safe intersection improvements for the proposed project.

3. **Update to Comment 3 (site plan dated 5.17.21):** Since the proposed Legranger Road cross section has been revised to reduce the degree of right-of-way acquisition that may be needed, revise **Cross-section 6 – Section 'F'** to leave the existing right-of-way in place. The proposed improvements will also ensure that the pavement section on Legranger Road meets the typical full-depth asphalt pavement section per CLDSM, Plan Standard U-04/Revision 19. ~~Revise site plan and conditional note(s) to commit to dedicate 36 feet of public right-of-way from the Legranger Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~

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4. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 5-foot sidewalk on Legranger Road per Chapter 19 / Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~

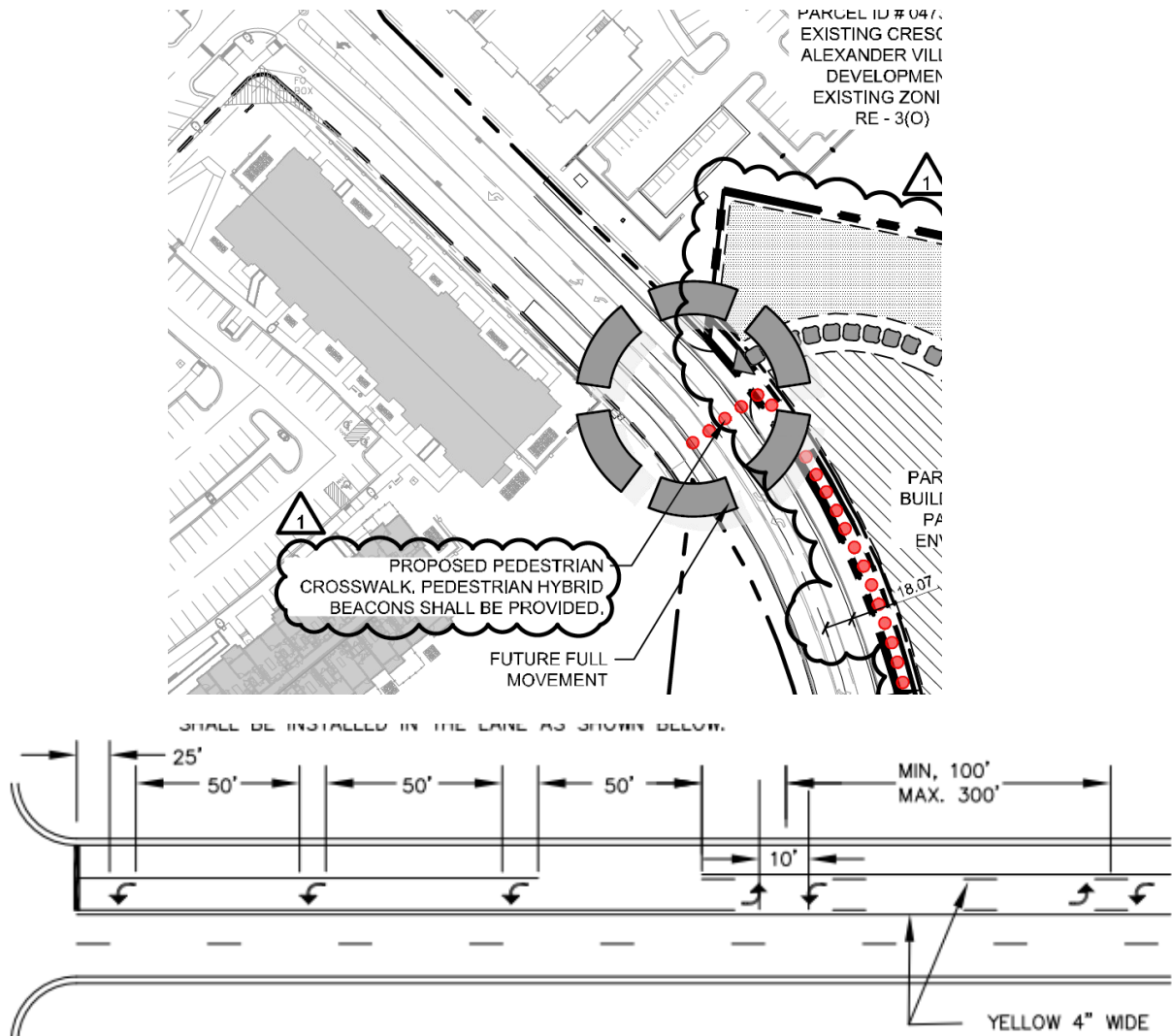
~~Reference (CLDSM standard detail U-07) for street typical.~~

5. ~~Site plan and conditional note(s) revisions are needed to provide pedestrian hybrid beacons at the proposed midblock street crossings, in accordance with Charlotte WALKS and Vision Zero council-adopted policies.~~

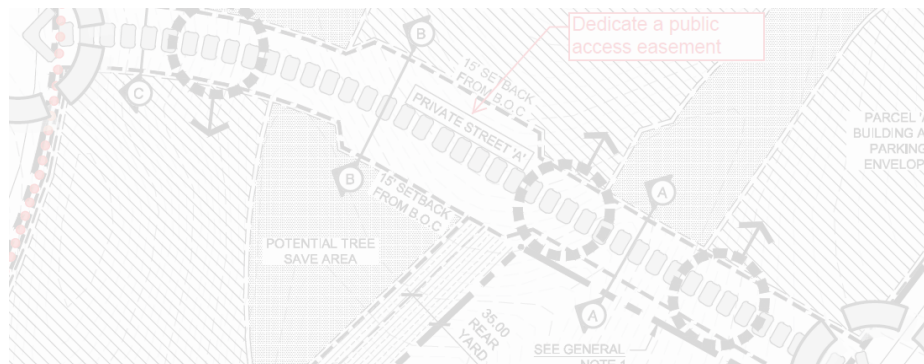
6. **Update to Comment 6 (site plan dated 5.17.21):** Revise the site plan and conditional note(s) to modify this proposed Senator Royall Place driveway to re-stripe the existing two-way left-turn lane to a dedicated southbound left-turn lane for this proposed driveway. The details can be finalized during permitting, but CDOT advises shifting this access further south to provide spacing to accommodate CDOT Pavement Marking Standards.
~~Site plan and conditional note(s) revisions are needed to clarify the proposed striping at the existing northbound left-turn lane into existing Crescent Village at Research Park. The left-turn lane striping should remain.~~

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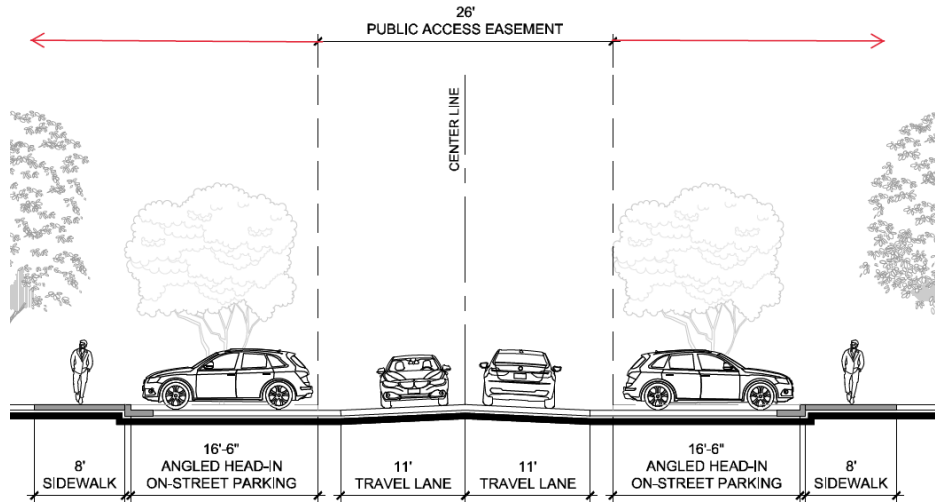


- Revised Comment (site plan dated 5.17.21):** Widen the proposed 26' public access easements on cross sections A-C to include the proposed sidewalk facilities. ~~Revise the site plan and conditional note(s) to dedicate a public access easement over Private Street A and call out the public access easement within the cross sections shown on rezoning sheet RZ-02.~~



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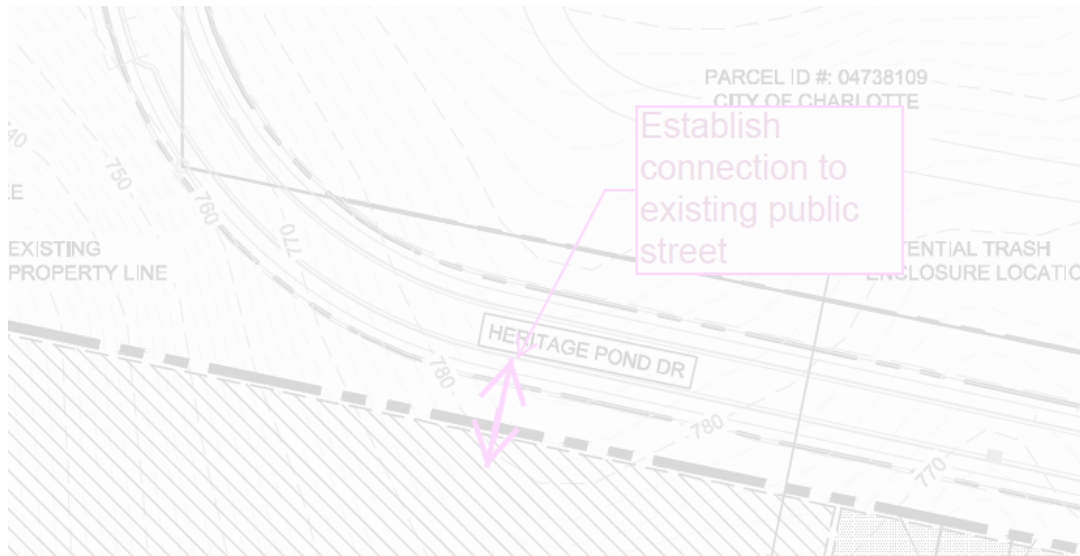
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8. ~~Site plan and conditional note (**Section 7.c.**) revisions are needed to revise the clouded language below to "the width of the multi-use path may be adjusted upon approval of CDOT, where a 12-foot multi-use path cannot be constructed due to existing constraints."~~

c. A twelve (12) foot multi-use trail will be constructed along the Site's Senator Royall Drive frontage provided; however, the width of the multi-use path may be reduced to no less than eight (8) feet, with the approval of CDOT, in certain "pinch point" locations.

9. ~~Revise the site plan and conditional note(s) to establish a connection to Heritage Pond Drive, an existing public street, to improve traffic circulation.~~



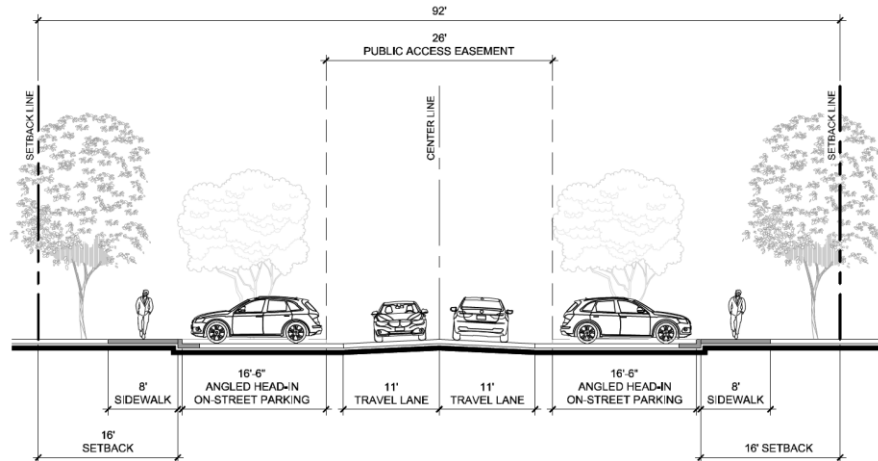
10. **New Comment (site plan dated 5.17.21):** Revise conditional note **Section 4.c.** to clarify that the pavement will meet public street standards and remove the reference that Private Street A will be designed per CDOT standards. CDOT standards do not permit angled head-in parking.

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c. Private Street A shall be designed per CDOT and Subdivision standards.

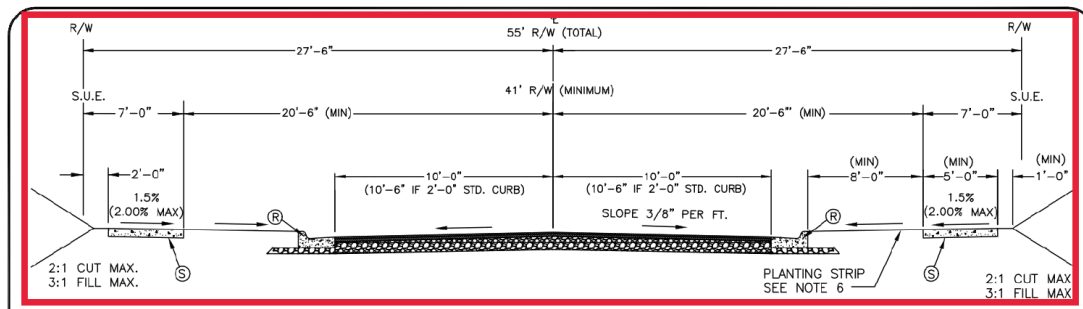
d. Vehicular access to the Site shall be provided as generally depicted on the Technical



02 SECTION 'B' - NEW PRIVATE STREET WITH ANGLED ON-STREET PARKING

1" = 10'

11. **New Comment (site plan dated 5.17.21):** Include the pedestrian hybrid beacons, proposed cross sections on sheet **RZ-02**, and public access easement dedication within the conditional notes.
12. **New Comment (site plan dated 5.17.21):** Revise site plan sheet **RZ-02**, to only provide the information similar to the other cross sections proposed (numbers 1-6; i.e. travel lane, right-of-way, planting strip, and sidewalk dimensions), since CLDSM standards are subject to future revision.



Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway

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location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>